

Automobile Route Denver to Coast

From the Raton Range.

Chas. W. Thatcher, who is locating a trans-continental automobile route from Chicago and St. Louis to San Francisco, via Denver, is in the city in a few days and will stop here a short time in the interest of his enterprise.

Mr. Thatcher has a most unique traveling outfit, consisting of three well-balanced mules and two comfortable traveling wagons. With this outfit he has traveled many thousands of miles, and expects to make a long journey yet.

It is Mr. Thatcher's purpose to have blue prints made showing all possible routes for motor cars from Denver and Albuquerque to the coast. Places of interest on these routes will be marked, and other nearby points accessible by horseback will be indicated. Naturally when automobile traffic increases

through the mountains, road houses will be established, and depots for gasoline, supplies, etc. All this of course is in the future, but the fact fairly scintillates that there is most beautiful and magnificent scenery in the Western mountains inaccessible by railroads which will soon re-echo to the honk of the gasoline car. The automobile has come and come to stay, and is rapidly superseding all other modes of road travel even in the West. An army of thousands of autos is advancing on the West and Mr. Thatcher is the pioneer in the task of opening a highway for them through the lofty Rockies.

Mr. Thatcher writes the Range that the above route will pass through Raton and considering this fact it is hoped that every encouragement will be given Mr. Thatcher when he comes toward the permanent locating of the automobile highway through Raton.

would cherish and vote with Johnson. He voted with Johnson and it was his vote that saved his impeachment. Jim Lane had been driven to suicide because he had done the same thing. Ross knew what it meant to stand by Johnson.

"Really, now, was not he brave? Then why longer harbor that feeling of resentment that has kept the man an outcast. There is no disposition to make a saint of him, no desire to canonize him as a savior of the country. It was simply a poor country editor beset with a situation that puzzled the wisest heads of the country. He had to act, and he did act. It was a brave thing to do, but Ross did it. He acted for his conscience. He acted right.

"Therefore, we say let the animosities of the civil war period be buried. We have quit warring the bloody shirt. We have quit many other foolish things. It is now time to do justice to one of the most maligned men in the country. If this pilgrimage results in calling renewed attention to the brave man who was thrust into a lion's den without experience with men or measures, Gen. Cameron will have performed a distinct public service."

Charter for New Railroad.

Secretary Filson, of Oklahoma, has issued a charter to the St. Louis, Oklahoma & Pacific Railroad company to build a line from Vinita, Indian Territory, to Des Moines, New Mexico. The road will pass through the Cherokee Nation, the Osage reservation, the counties of Kay, Grant, Woods, Woodward and Beaver in Oklahoma, and through Union county in New Mexico. The total length will be about five hundred miles, and the estimated cost is about \$24,000 a mile, or a total of \$12,000,000.

This makes the fourth new railroad in Oklahoma which has been chronicled in this department. Others are the Arkansas, Oklahoma & Northwestern, 260 miles; the Wichita Falls & Northwestern, 375 miles, and the St. Louis, Oklahoma & Pacific, mileage unannounced, making a total of over 1,200 miles contracted for and under construction in the budding state.—Railroad Man's Magazine.

Are you angry that others disappoint you? Remember that you cannot depend upon yourself.

MEETING FOR SETTLEMENT MARCH 25

Santa Fe Trainmen Will Stand Firm for Shorter Working Hours

There is a possibility that the conductors and brakemen over the entire Santa Fe railroad system may go on strike within the next few months, says the Topeka Capital. A demand of an increase of pay and a shortening of the working day has been made by the Santa Fe members of the Order of Railway Conductors and Brotherhood of Railway Trainmen. This is along with similar demands made upon general managers of forty-nine railroad systems southwest of Chicago.

The demand which the Santa Fe men will make will be for 12 per cent increase over the present wage schedule, and a reduction of the working day from ten to nine hours. This decision on the part of the men has been reached within the last few days by a referendum vote.

The question of reducing the hours of working and raising the pay was under consideration in a meeting of general managers of railroads and national officers of trainmen and conductors in Chicago, Ill., recently. At that time the two interests were unable to reach an agreement. An adjournment was taken, so far as the Santa Fe is concerned, with the understanding that the proposition which the railroad offered the men be referred back to every union man on the system. The railroad company already had decided to give an increase of 10 per cent in wages and leave the working day at ten hours. The result of the referendum vote on the Santa Fe as just determined is given above. The men say they will agree to no other terms.

On the other hand, the railroad officials say they do not see how they can afford to grant the demands sought, and that they had rather face a strike than to make such a concession.

There will be a meeting in Chicago on March 25, at which time the matter will be taken up again and an endeavor for a settlement of differences will be made.

HILL, HARRIMAN & CO. THREATEN GREAT PANIC

Washington, March 14.—President Roosevelt is apparently concerned over the railway and financial situation. It is admitted at the White house that the meeting which he held with six members of his cabinet was for the purpose of devising ways and means of meeting the present financial situation as far as it is in the power of the government to do so, and to discuss what action should be taken by him in response to the request that will be made by the four railroad presidents who are to see him soon and beg that he issue a reassuring statement to the country in regard to the administration's attitude toward the railroad companies.

It is said he will probably make a statement concerning the financial uncertainty. Secretary of the Treasury Cortelyou saw him twice yesterday, and their last interview lasted until very late at night.

James Speyer, the New York banker, had an interview with the president yesterday afternoon in regard to the financial situation. He returned to New York soon after the conference ended.

"The secretary of the treasury announced this afternoon that it is not at present his intention to fix the date at which the \$30,000,000 deposited in the depository banks, secured by state, railroad and municipal bonds, under the terms of the express announcement of Sept. 27, 1906, shall be returned to the treasury."

The foregoing official statement of Mr. Cortelyou, secretary of the treasury, was the net result of all kinds of hurries at the White house, in executive departments, cabinet conclaves, a meeting of the president with correspondents, and of the president with James Speyer, all of which grew out of the semi-panic in Wall street.

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GENERAL CAMERON'S PILGRIMAGE

Gen. Hugh Cameron, of Kansas, is now in New Mexico on a visit of importance to ex-Senator Edmund G. Ross, of Albuquerque, to carry to him a message from the people of Kansas who once bitterly resented his vote against the impeachment of President Johnson. The Leavenworth Times thus speaks editorially concerning the matter:

"There is scarcely a man living who does not feel a thankfulness that Andrew Johnson was not impeached. It would have set a precedent that would have caused trouble to the end of the government. Further, it is not now seriously believed that he needed impeaching. Andrew Johnson was a figure of the rough and ready. He was a man of strong likes and dislikes. He was every inch a patriot. This assertion has only been allowed to be made of recent years, but it is true. We now know that no man would have stood as he stood in Tennessee and been disloyal at heart. Instead he was loyal to the core.

"As a matter of fact, Senator Ross rendered to the country a real public service in refusing to vote for the impeachment of Andrew Johnson. Had he done otherwise he would have caused a revolution. At the state of the public mind at that time the impeachment of Johnson would have been followed by a riot of crime. Assassination would have been made respectable and the passions would have held full sway. By the firmness and courage of Senator Ross, the country was saved the most fearful fate that could have confronted it.

"Senator Ross made no pretensions to being a great man. He was a country editor, imbued with the spirit of fair play above the passion of the times. He went to Washington with only a local reputation. He was expected to line up with his party, or his faction, rather, and sink his individuality. Ross saw that Johnson was being unfairly treated. The American spirit of fair play of which we boast so much was not on exhibition. Ross confronted a fearful ordeal. It was to join the machine, sink his individuality and vote with the dominant faction of the Republican party, or lose everything a man

Originated Basketball.

Dr. James Naismith, physical director at the Kansas University at Lawrence, Kan., is the inventor of basketball, though it is not generally known even by the university students. The game was invented by him in the winter of 1891 while he was an instructor in the Y. M. C. A. training school at Springfield, Mass. Only slight modifications have been made in the rules of the game as it was originally promulgated by him. There never had been a game anything like basketball before December of that year, so the sole credit is due to Dr. Naismith.

His idea for the game was brought about by the fact that the eighteen men in training at Springfield became tired of the gymnastic work and refused to attend the athletic classes unless something was done to make it more interesting. At a faculty meeting the matter was discussed, and although it was given up, Dr. Naismith set about to invent a game to take the place of out-of-door sports. After several failures he worked out thirteen rules for the game to be played with an association football. These thirteen rules embody the principal features of the game as it is played today.—Topeka Capital.

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